

**Amendments to the Claims:**

This listing of claims will replace all prior version, and listings, of claims in the application:

**Listing of Claims:**

1-9 (canceled).

10. (New) A method for determining a point of engagement of a clutch operable via an actuating device, the actuating device having a positioning motor which is electrically drivable via a control unit, the output of the positioning motor providing a motor torque and a motor speed, the motor being operationally linked to an actuating mechanism which actuates the clutch, the method comprising:

at least one of detecting a rotational angle position at a motor output side and deriving a quantity therefrom, wherein the positioning motor is arbitrarily actuated by the control unit for determining a point of engagement so that the clutch is engaged; and

performing, when a predeterminable rotational angle position of the positioning motor or the quantity derived therefrom is attained, at least one of the following:

in a first operating mode, applying a constant voltage to the positioning motor by the control unit and, at the same time, detecting the motor speed as a function of the rotational angle position, and

- in a second operating mode, applying by the control unit a constant current to the positioning motor and detecting motor speed as a function of the rotational angle position; and

determining the point of engagement from detected values of the motor speed that are a function of the rotational angle position.

11. (New) The method of claim 10, wherein the positioning motor is triggered in a speed-regulated mode until the predefinable rotational angle position of the positioning motor or the quantity derived therefrom is attained.

12. (New) The method of claim 10, wherein a current regulator-speed regulator unit is connected in a cascade circuit, and wherein at least one of in the first operating mode, a manipulated variable of the current regulator is switched to be constant, and in the second operating mode, a manipulated variable of the speed regulator is switched to be constant.

13. (New) The method of claim 10, wherein the point of engagement is determined by the control unit at a standstill of the motor vehicle.
14. (New) The method of claim 10, wherein the point of engagement is determined by regression from the detected values of at least one of motor speed and motor current which are a function of the rotational angle position.
15. (New) The method of claim 14, wherein two regression ranges are predefined, of which a first regression range is located in the free travel path of the actuating mechanism and a second regression range is located in the actuator load range of the actuating mechanism, in which the actuating mechanism is driven against the actuator load torque generated by the clutch, and the point of engagement is determined as a point of intersection of two determined straight regression lines.
16. (New) The method of claim 10, wherein the clutch is situated in a transfer case of a motor vehicle having all-wheel drive.
17. (New) The method of claim 10, wherein in the first operating mode, the motor current is also detected as a function of the rotational angle position.
18. (New) The method of claim 10, wherein the point of engagement is detected from the detected values of the motor current that are a function of the rotational angle position.
19. (New) A system for determining a point of engagement of a clutch operable via an actuating device, the actuating device having a positioning motor which is electrically drivable via a control unit, the output of the positioning motor providing a motor torque and a motor speed, the motor being operationally linked to an actuating mechanism which actuates the clutch, comprising:
- a detecting arrangement for detecting at least one of detecting a rotational angle position at a motor output side and deriving a quantity therefrom, wherein the positioning motor is arbitrarily actuated by the control unit for determining a point of engagement so that the clutch is engaged; and
  - a second arrangement for performing, when a predeterminable rotational angle position of the positioning motor or the quantity derived therefrom is attained, at least one of the following:
    - in a first operating mode, applying a constant voltage to the positioning motor

by the control unit and, at the same time, detecting the motor speed as a function of the rotational angle position, and

- in a second operating mode, applying by the control unit a constant current to the positioning motor and detecting motor speed as a function of the rotational angle position; and
- a determining arrangement for determining the point of engagement from detected values of the motor speed that are a function of the rotational angle position.

20. (New) The system of claim 19, wherein the clutch is situated in a transfer case of a motor vehicle having all-wheel drive.

21. (New) The system of claim 19, wherein in the first operating mode, the motor current is also detected as a function of the rotational angle position.

22. (New) The system of claim 19, wherein the point of engagement is detected from the detected values of the motor current that are a function of the rotational angle position.

23. (New) The system of claim 19, wherein a current regulator-speed regulator unit is connected in a cascade circuit and the manipulated variable of the current regulator (506) is switched to be constant in the first operating mode, and/or the manipulated variable of the speed regulator (507) is switched to be constant in the second operating mode.

24. (New) The system of claim 19, wherein the point of engagement is determined by the control unit at a standstill of the motor vehicle.